

# Q1- Response



## MEMORANDUM

**TO:** Rosemary Avila, Case Manager  
Development Services Department

**CC:** Sangeeta Jain, AICP

**FROM:** Mehrnaz Mehraein, EIT, *M. M.*  
Scott A. James, P.E., PTOE

**DATE:** September 28, 2017

**SUBJECT:** Neighborhood Traffic Analysis for 1322 East 12<sup>th</sup> street  
Site Plan Case # SP-2016-0469C

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The Land Use Review/Transportation staff has performed a Neighborhood Traffic Impact Analysis for the above referenced case and offers the following comments.

The 0.60 acre tract is located in the northwest corner of Angelina Street and East 12<sup>th</sup> Street. Vehicular access to the site shall be to and from the alley. The alley bounds the north side of the subject property, which is bounded by Angelina Street on the east and commercial properties to the west.

### Roadways

**Angelina Street** is classified as a local collector roadway and measures 40 feet in width .. Angelina Street is controlled by a stop sign at its intersections with East 12<sup>th</sup> and East 13<sup>th</sup> Streets, respectively .

**San Bernard Street** is classified as a local collector roadway. San Bernard Street measures 40 feet in width, and is controlled by a stop sign at its intersections with East 12<sup>th</sup> Street and East 13<sup>th</sup> Street.

### Trip Generation and Traffic Analysis

The City Council may deny an application if the neighborhood traffic analysis demonstrates that the traffic generated by a project combined with existing traffic, exceeds the desirable operating level established on a residential local or collector street in the study area.

Based on the Institute of Transportation Engineer's publication Trip Generation Manual, 9<sup>th</sup> Edition, the twenty- four (24) proposed apartment units, and 8,545 square feet of Specialty Retail center would generate approximately 565 daily trips. (as summarized in Table 1).

| Table 1 – Trip Generation |             |             |            |                               |               |
|---------------------------|-------------|-------------|------------|-------------------------------|---------------|
| TRACT NUMBER              | TRACT ACRES | BLDG SQ.FT. | ZONING     | LAND USE                      | TRIPS PER DAY |
| 1                         | 0.6         | 24 units    | CS-MU-NCCD | Apartments (220)              | 379           |
|                           |             | 8,545 SF    |            | Specialty Retail Center (826) | 186           |
|                           |             |             |            | Net total                     | 565           |

According to the applicant, approximately 83% of the outbound trips will use alley connecting to Angelina Street to access East 12<sup>th</sup> Street and 17% of the outbound trips will exit onto San Bernard Street. The returning trips would be divided as 74% use Angelina Street and 26% use the access from San Bernard Street. Table 2 presents the expected distribution of the 565 daily trips to and from the site:

| Table 2 – Trip Distribution Percentages |          |         |
|---|----------|---------|
| Street                                  | Outbound | Inbound |
| Angelina Street                         | 83%      | 74%     |
| San Bernard Street                      | 17%      | 26%     |
|   |          |         |
| Totals                                  | 100%     | 100%    |

According to the traffic data collected during the days of August 29-31, 2017, the average daily volumes on Angelina Street are 475 vehicles per day and on San Bernard Street are 113 vehicles per day. As shown in Table 3 below, the projected daily trips resulting from the site development would increase the observed volumes on Angelina Street by approximately 98% and San Bernard Street by 84%.

| Table 3 – Estimated increase in daily traffic volumes |                        |              |               |                     |
|---|------------------------|--------------|---------------|---------------------|
| Street  | Existing Traffic (vpd) | Site Traffic | Total Traffic | Percentage Increase |
| Angelina Street                                       | 475                    | 469          | 944           | 98%                 |
| San Bernard Street                                    | 113                    | 96           | 209           | 84%                 |

According to Section 25-6-116 of the Land Development Code, neighborhood residential streets are operating at a desirable level of congestion if the daily volumes do not exceed the following thresholds:

| Pavement Width       | Vehicles Per Day |
|----------------------|------------------|
| Less than 30'        | 1,200            |
| 30' to less than 40' | 1,800            |
| 40' or wider         | 4,000            |

### Conclusion and Recommendations

- 1) The potential trips generated by this site, in combination with the existing traffic of Angelina Street and San Bernard Street, respectively, do not exceed the thresholds set forth in the LDC 25-6-

116. Therefore, no mitigation is required as a result of this site development.

2) However, as the applicant proposes to use the public alley for access to and from the site, staff recommends the reconstruction of the alley to current standards,.

If you have any questions or require additional information, please contact me at (512) 974 - 1684.

*Mehraein* 9-28-2017

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